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ORDINANCE NO. 2007 - 011

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA AMENDING THE 1989 COMPREHENSIVE PLAN AS ADOPTED BY ORDINANCE NO. 89-17, AS AMENDED; AMENDING THE **INTRODUCTION AND ADMINISTRATION ELEMENT** (TO ADD REFERENCES TO THE STRATEGIC INTERMODAL SYSTEM (SIS)); THE **FUTURE LAND USE ELEMENT** (TO ADD REFERENCES TO THE STRATEGIC INTERMODAL SYSTEM (SIS); THE **TRANSPORTATION ELEMENT** (TO ADD REFERENCES TO STRATEGIC INTERMODAL SYSTEM (SIS); TO REVISE A POLICY REGARDING DE MINIMIS IMPACTS FOR CONSISTENCY WITH FLORIDA STATUTES; TO DESIGNATE SEVERAL ROADWAYS AS CONSTRAINED ROADWAYS AT LOWER LEVELS OF SERVICE (CRALLS) FACILITIES EXCLUSIVELY FOR PROJECTS WITH INSIGNIFICANT IMPACT; THE **MAP SERIES** (TO MODIFY MAP TE 15.1 TO DESIGNATE SEVERAL ROADWAYS AS CONSTRAINED ROADWAYS AT LOWER LEVELS OF SERVICE (CRALLS) FACILITIES; TO MODIFY THE FUTURE 2020 ROADWAY SYSTEM BY NUMBER OF LANES, MAP TE 1.1, AND THE THOROUGHFARE RIGHT OF WAY IDENTIFICATION MAP, MAP TE 14.1, TO MODIFY THE SEGMENT OF **OKEECHOBEE BOULEVARD** BETWEEN STATE ROAD 7 & THE FUTURE LA MANCHA AVE EXTENSION TO WIDEN THE RIGHT OF WAY FROM 6 TO 8 LANES ON MAP TE 1.1 AND INCREASE THE RIGHT OF WAY FROM 120 FEET TO 200 FEET ON MAP TE 14.1; TO MODIFY THE FUTURE 2020 ROADWAY SYSTEM BY NUMBER OF LANES, MAP TE 1.1, AND THE THOROUGHFARE RIGHT OF WAY IDENTIFICATION MAP, MAP TE 14.1, TO ADD AN INTERCHANGE AT THE INTERSECTION OF **FLORIDA'S TURNPIKE AND HOOD ROAD**; AND AMENDING ALL ELEMENTS AS NECESSARY; PROVIDING FOR REPEAL OF LAWS IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE 1989 COMPREHENSIVE PLAN; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on August 31, 1989, the Palm Beach County Board of County Commissioners adopted the 1989 Comprehensive Plan by Ordinance No. 89-17;

WHEREAS, the Palm Beach County Board of County Commissioners amends the 1989 Comprehensive Plan as provided by Chapter 163, Part II, Florida Statutes; and

WHEREAS, the Palm Beach County Board of County Commissioners have initiated amendments to several elements of the Comprehensive Plan in order to promote the health, safety and welfare of the public of Palm Beach County; and

WHEREAS, the Palm Beach County Local Planning Agency conducted its public hearings on February 9 and 22, March 9 and 30, and April 13, 2007 to review the proposed amendments to the Palm Beach County Comprehensive Plan and made recommendations regarding the proposed amendments to the Palm Beach County Board of County Commissioners pursuant to Chapter 163, Part II, Florida Statutes; and

WHEREAS, the Palm Beach County Board of County Commissioners, as the governing body of Palm Beach County, conducted a public hearing pursuant to Chapter 163, Part II, Florida Statutes, on April 18, 2007 to review the recommendations of the Local Planning Agency, whereupon the Board of County Commissioners authorized transmittal of proposed amendments to the Department of Community Affairs for review and comment pursuant to Chapter 163, Part II, Florida Statutes; and

WHEREAS, Palm Beach County received the Department of Community Affairs "Objections, Recommendations, and Comments Report," dated June 29, 2007 which was the Department's written review of the proposed Comprehensive Plan amendments; and

WHEREAS, the written comments submitted by the Department of Community Affairs contained no objections to the amendments contained in this ordinance;

WHEREAS, on August 27, 2007 the Palm Beach County Board of County Commissioners held a public hearing to review the written comments submitted by the Department of Community Affairs and to consider adoption of the amendments; and

WHEREAS, the Palm Beach County Board of County Commissioners has determined that the amendments comply with all requirements of the Local Government Comprehensive Planning and Land Development Regulation Act.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY
COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA, that:

Part I. Amendments to the 1989 Comprehensive Plan

Amendments to the text of the following Elements of the 1989 Comprehensive Plan are hereby adopted and attached to this Ordinance in Exhibits 1 through 5:

1. Strategic Intermodal System (SIS) Text, to add references to SIS

- A. Introduction and Administration Element
 - B. Future Land Use Element
 - C. Transportation Element

1 2. **De Minimis Impacts Text**, to revise a policy regarding De
2 Minimis Impacts for consistency with Florida Statutes

3 A. Transportation Element

4 3. **General CRALLS Text and Map**, to designate several roadways
5 as Constrained Roadways at Lower Levels of Service (CRALLs) facilities

6 A. Transportation Element

7 B. Map Series Map TE 15.1

8 4. **Okeechobee Boulevard TIM & 2020 Map**, to modify the segment
9 of Okeechobee Boulevard between State Road 7 & the future La Mancha
10 Ave extension to widen the right of way

11 A. Map Series, Future 2020 Roadway System by Number of
12 Lanes, Map TE 1.1, to widen from 6 to 8 lanes

13 B. Map Series, Thoroughfare Right of Way Identification
14 Map, Map TE 14.1, to widen from 120 feet to 200 feet

15 5. **Florida's Turnpike/Hood Road Interchange TIM & 2020 Map**, to
16 modify to add an interchange at the intersection of Florida's Turnpike
17 and Hood Road

18 A. Map Series, Future 2020 Roadway System by Number of
19 Lanes, Map TE 1.1

20 B. Map Series, Thoroughfare Right of Way Identification
21 Map, Map TE 14.1

22 Part II. Repeal of Laws in Conflict

23 All local laws and ordinances applying to the unincorporated area
24 of Palm Beach County in conflict with any provision of this ordinance
25 are hereby repealed to the extent of such conflict.

26 Part III. Severability

27 If any section, paragraph, sentence, clause, phrase, or word of
28 this Ordinance is for any reason held by the Court to be
29 unconstitutional, inoperative or void, such holding shall not affect
30 the remainder of this Ordinance.

31 Part IV. Inclusion in the 1989 Comprehensive Plan

32 The provision of this Ordinance shall become and be made a part
33 of the 1989 Palm Beach County Comprehensive Plan. The Sections of the
34 Ordinance may be renumbered or relettered to accomplish such, and the

1 word "ordinance" may be changed to "section," "article," or any other
2 appropriate word.

3 **Part V. Effective Date**

4 The effective date of this plan amendment shall be the date a
5 final order is issued by the Department of Community Affairs or
6 Administration Commission finding the amendment in compliance in
7 accordance with Section 163.3184(1)(b), Florida Statutes, whichever is
8 applicable. No development orders, development permits, or land uses
9 dependent on this amendment may be issued or commence before it has
10 become effective. If a final order of noncompliance is issued by the
11 Administration Commission, this amendment may nevertheless be made
12 effective by adoption of a resolution affirming its effective status,
13 a copy of which resolution shall be sent to the Florida Department of
14 Community Affairs, Division of Community Planning, Plan Processing
15 Team. An adopted amendment whose effective date is delayed by law
16 shall be considered part of the adopted plan until determined to be
17 not in compliance by final order of the Administration Commission.
18 Then, it shall no longer be part of the adopted plan unless the local
19 government adopts a resolution affirming its effectiveness in the
20 manner provided by law.

21 **APPROVED AND ADOPTED** by the Board of County Commissioners of Palm
22 Beach County, on the 27th day of August, 2007.

23 ATTEST:
24 SHARON R. BOCK, CLERK
25 & COMPTROLLER
26 P.A.C.

PALM BEACH COUNTY, FLORIDA,
BY ITS BOARD OF COUNTY COMMISSIONERS

27 By Judie C. Bock By Addie L. Greene
28 Deputy Clerk Addie L. Greene, Chairperson

29 APPROVED AS TO FORM AND LEGAL SUFFICIENCY
30 R. P. O. A.

31 COUNTY ATTORNEY

32 Filed with the Department of State on the 4th day of
33 September, 2007.

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EXHIBIT TABLE OF CONTENTS

1. **Strategic Intermodal System (SIS) Text**, to add references to SIS
 - A. Introduction and Administration Element
 - B. Future Land Use Element
 - C. Transportation Element
2. **De Minimis Impacts Text**, to revise a policy regarding De Minimis Impacts for consistency with Florida Statutes
 - A. Transportation Element
3. **General CRALLS Text and Map**, to designate several roadways as Constrained Roadways at Lower Levels of Service (CRALLs) facilities
 - A. Transportation Element
 - B. Map Series Map TE 15.1
4. **Okeechobee Boulevard TIM & 2020 Map**, to modify the segment of Okeechobee Boulevard between State Road 7 & the future La Mancha Ave extension to widen the right of way
 - A. Map Series, Future 2020 Roadway System by Number of Lanes, Map TE 1.1, to widen from 6 to 8 lanes
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5. **Florida's Turnpike/Hood Road Interchange TIM & 2020 Map**, to modify to add an interchange at the intersection of Florida's Turnpike and Hood Road
 - A. Map Series, Future 2020 Roadway System by Number of Lanes, Map TE 1.1
 - B. Map Series, Thoroughfare Right of Way Identification Map, Map TE 14.1

EXHIBIT 1

A. Introduction & Administration Element, Strategic Intermodal System.

REVISIONS: To add an acronym for Strategic Intermodal System, shown below with the added text underlined.

ACRONYMS AND ABBREVIATIONS

NEW ACRONYM: SIS Strategic Intermodal System

B. Future Land Use Element, Strategic Intermodal System.

REVISIONS: To revise with regards to SIS. The revision is shown with the added text underlined.

Policy 3.5-d: (*unaltered text omitted for brevity*)

TABLE 3.5-1
Significant Impact

Net Trip Generation**	Distance
1 - 50	No significant impact
51 - 1,000	Only address directly accessed link on first accessed major thoroughfare*
1,001 - 4,000	One (1) mile*
4,001 - 8,000	Two (2) miles*
8,001 - 12,000	Three (3) miles*
12,001 - 20,000	Four (4) miles*
20,001 - up	Five (5) miles*

* A project has significant traffic: (1) when net trips increase will cause the adopted LOS for FIHS or SIS facilities to be exceeded; and/or (2) where net trips increase impacting roads not on the FIHS or SIS is greater than one percent (1%) for volume to capacity ratio (v/c) of 1.4 or more, two percent (2%) for v/c of 1.2 or more and three percent (3%) for v/c of less than 1.2 of the level of service "D" capacity on an AADT basis of the link affected up to the limits set forth in this table. The laneage shall be as shown on the MPO's 2025 Long Range Transportation Plan dated March 18, 2002.

** When calculating net trip increase, consideration will be given to alternative modes of transportation (i.e. bicycle lanes, bicycle paths, bus lanes, fixed rail, and light rail facilities) in reducing the number of net trips. These alternative modes must either be operating at the time of the change to the Future Land Use Atlas or be included in both the Transportation Element (Mass Transit) and the Capital Improvement Element of the Comprehensive Plan.

(unaltered text omitted for brevity)

C. Transportation Element, Strategic Intermodal System

REVISIONS: To revise with regards to the SIS. The revision is shown with the deleted text struck out & the added text underlined.

Policy 1.1-j: ~~For roads on the Florida Intrastate Highway System (FIHS), the level of service standard shall be Level of Service D in urban areas and Level of Service B in rural areas as adopted by the Florida Department of Transportation. This standard must be met for roadways on a peak hour / peak direction basis. Numeric values for this standard, for planning purposes, are shown in Table 5-1 in FDOT's "Level of Service Manual."~~ For more specific capacity determinations, numeric calculations of this standard shall be in accordance with the methodologies for roadway capacity, (chapter 11) contained within the Highway Capacity Manual, Special Report 209, Third Edition, as published by the Transportation Research Board or the FDOT's "Level of Service Manual" (1995 or as amended), using "ART Plan". For projects with impacts on the FIHS roadways the level of service standard shall be established and met for each project phase, and at project completion. For roadway facilities on the Strategic Intermodal System, the Florida Intrastate Highway System & roadway facilities funded in accordance with s. 339.2819, F.S., the level of service standard shall be consistent with rule 14-94.003, F.A.C. & be calculated based on the methodology contained in Article 12 of ULDC, unless a variance has been granted by the Florida Department of Transportation. [9J-5.0055(2)(a) F.A.C.] [9J-5.0055(2)(c) F.A.C.] [9J-5.019(4)(c)1 F.A.C.] [14-94 F.A.C.]

Policy 1.2-p: *(unaltered text omitted for brevity)*

Projects utilizing this exemption may be required to provide roadway, intersection, and/or signalization improvements to minimize their impact on the road network. They shall also provide a transportation analysis that illustrates their impact on the Florida Intrastate Highway System & the Strategic Intermodal System to ensure that those impacts are considered in the approval process.

Policy 1.2-q: *(unaltered text omitted for brevity)*

All future CRALLS, where appropriate, shall: 1) identify specific mitigation measures; 2) evaluate measures to encourage the use of alternatives to the Florida Intrastate Highway System & the Strategic Intermodal System; 3) determine timing and responsibility of the implementation of mitigation measures; 4) identify methodology to relate the anticipated impacts of development to the mitigation measures; and 5) demonstrate coordination with appropriate agencies.

(unaltered text omitted for brevity)

Policy 1.3-i: The County will maintain policies and programs which ensure that the overall transportation system meets the County's level of service criteria in order to provide viable alternatives to the Florida Intrastate Highway System & the Strategic Intermodal System, and to protect its their interregional and intrastate functions. [9J-5.019(4)(c)13 F.A.C.]

EXHIBIT 2

A. Transportation Element, De Minimis Policy Update

REVISIONS: To revise language in Policy 1.2-n for consistency with Florida Statutes. The added text is shown in underlined.

Policy 1.2-n: The BCC finds that a de minimis impact to transportation facilities within the Urban/Suburban Tier is consistent with the County's goal of operating the Countywide transportation system at the adopted level of service. Consequently, the ULDC shall provide for an exemption for projects which generate de minimis impacts to the transportation network. A de minimis impact may generate up to 0.5 1 percent of the maximum volume at the adopted level of service of the affected transportation facility. No impact will be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a transportation facility would exceed 110 percent of the maximum volume at the adopted level of service of the affected transportation facility. However, no project may utilize this provision if its impact would exceed the adopted level-of-service standard of any affected designated hurricane evacuation routes. Furthermore, impacts from single-family homes and development at entitlement densities and lot intensities will constitute a de minimis impact on all roadways regardless of the level of the deficiency of the roadway.

EXHIBIT 3

A. Transportation Element, General CRALLS Text and Map Amendment

REVISIONS: To add text to temporarily designate a CRALLS facility for several roadway segments which are projected to exceed 110% of the adopted level of service standard exclusively for projects with insignificant (less than 1%) impact. The revision is shown with the added text underlined.

Policy 1.2-f: (*unaltered text omitted for brevity*)

41. The following roadways are hereby temporarily designated as a CRALLS facility exclusively for those projects with insignificant impact (less than 1% of the LOS D volume) on the applicable roadways.

- a. Atlantic Ave from Turnpike to Hagen Ranch Rd as 4 lanes
Peak hour standard 4,803 vehicles per hour (154% of LOS D)
- b. Belvedere Rd from Drexel Rd to Haverhill Rd as 4 lanes
Peak hour standard 4,191 vehicles per hour (135% of LOS D)
- c. Belvedere Rd from I-95 to Parker Ave as 4 lanes
Peak hour standard 2,765 vehicles per hour (119% of LOS D)
- d. Cain Blvd from Everglades Pump Rd. to Glades Rd as 2 lanes
Peak hour standard 1,730 vehicles per hour (118% of LOS D)
- e. Community Dr from Military Tr to Village Blvd as 3 lanes
Peak hour standard 1,908 vehicles per hour (131% of LOS D)
- f. Congress Ave from Palm Beach Lakes Blvd to Presidential Way as 5 lanes
Peak hour standard 4,624 vehicles per hour (149% of LOS D)
- g. Dixie Hwy from Okeechobee Blvd to Park Pl as 3 lanes
Peak hour standard 2,446 vehicles per hour (168% of LOS D)
- h. Federal Hwy from 20th St NW to Glades Rd as 4 lanes
Peak hour standard 3,285 vehicles per hour (141% of LOS D)
- i. Federal Hwy from Spanish River Blvd to 20th St N as 4 lanes
Peak hour standard 2,722 vehicles per hour (117% of LOS D)
- j. Federal Hwy from Yamato Rd to Spanish River Blvd as 4 lanes
Peak hour standard 2,851 vehicles per hour (122% of LOS D)
- k. Federal Hwy from Newcastle St to Yamato Rd as 4 lanes
Peak hour standard 2,772 vehicles per hour (119% of LOS D)
- l. Forest Hill Blvd from I-95 to Parker Ave as 4 lanes
Peak hour standard 2,800 vehicles per hour (120% of LOS D)
- m. Glades Rd from Turnpike Entrance to Jog/Powerline Rd as 6 lanes
Peak hour standard 5,777 vehicles per hour (123% of LOS D)
- n. Glades Rd from St. Andrews Blvd to I-95 as 6 lanes
Peak hour standard 5,533 vehicles per hour (118% of LOS D)
- o. Glades Rd from I-95 to Perimeter Rd as 6 lanes
Peak hour standard 5,732 vehicles per hour (122% of LOS D)
- p. Lantana Rd from Lyons Rd to Hagen Ranch Rd as 4 lanes
Peak hour standard 4,457 vehicles per hour (143% of LOS D)
- q. Lyons Rd from Broward County Line to 18th St SW as 4 lanes
Peak hour standard 4,503 vehicles per hour (145% of LOS D)
- r. Lyons Rd from Lantana Rd to Lake Worth Rd as 2 lanes
Peak hour standard 2,445 vehicles per hour (167% of LOS D)

- s. Ocean Ave from SR A1A to US-1 as 2 lanes
Peak hour standard 2,026 vehicles per hour (139% of LOS D)
- t. Okeechobee Blvd from E Rd to Crestwood Blvd as 2 lanes
Peak hour standard 2,336 vehicles per hour (160% of LOS D)
- u. Palm Beach Lakes Blvd from Australian Ave to Tamarind Ave as 4 lanes
Peak hour standard 3,129 vehicles per hour (134% of LOS D)
- v. Palmetto Park Rd from Boca Rio Rd to Powerline Rd as 6 lanes
Peak hour standard 5,546 vehicles per hour (119% of LOS D)
- w. Palmetto Park Rd from 12th St to Boca Raton Blvd as 4 lanes
Peak hour standard 3,119 vehicles per hour (134% of LOS D)
- x. SR-7 from Forest Hill Blvd to Pioneer Rd as 8 lanes
Peak hour standard 7,269 vehicles per hour (120% of LOS D)
- y. SR-7 from Pioneer Rd to Southern Blvd as 8 lanes
Peak hour standard 7,960 vehicles per hour (131% of LOS D)
- z. US-1 from Northlake Blvd to Park Ave as 4 lanes
Peak hour standard 2,872 vehicles per hour (123% of LOS D)

Projects utilizing this CRALLS must employ one or more mitigation strategies. The nature and combination of mitigation strategies will be roughly proportional to the impact of the Project on the Roadway. This CRALLS shall not take effect until the methodology for arriving at an acceptable mitigation strategy is provided for in the ULDC. The mitigation strategies may include but not be limited to the following:

1. Pay a mitigation fee at a sliding scale proportional to the impact on the affected roadway (number of peak-hour trips) to improve mobility on the affected Roadway.
2. Prepay Traffic Impact Fees within 6 months of Development Order approval or at issuance of the first building permit, whichever shall first occur.
3. Coordinate with Palm Tran to provide enhanced bus stops and shelters as needed.
4. Provide an integrated pedestrian system that connects the buildings to public sidewalks and Palm Tran bus stops.
5. Provide inter-connectivity between complementary neighboring land uses for both vehicular and pedestrian cross-access.
6. Develop a low generation traffic sensitive Project, with the intent of reducing traffic congestion on affected facilities.
7. Provide a bicycle rack to accommodate commuters using alternative modes of transportation.
8. Provide transit passes to employees using mass transit.
9. Provide an on-going ride-sharing information service to persons employed by the project.

This CRALLS will no longer be in effect after December 31, 2012.

B. Map Series, TCEA and CRALLS Map (TE 15.1), General CRALLS Text and Map Amendment

REVISIONS: To add several temporary CRALLS to Map TE 15.1.

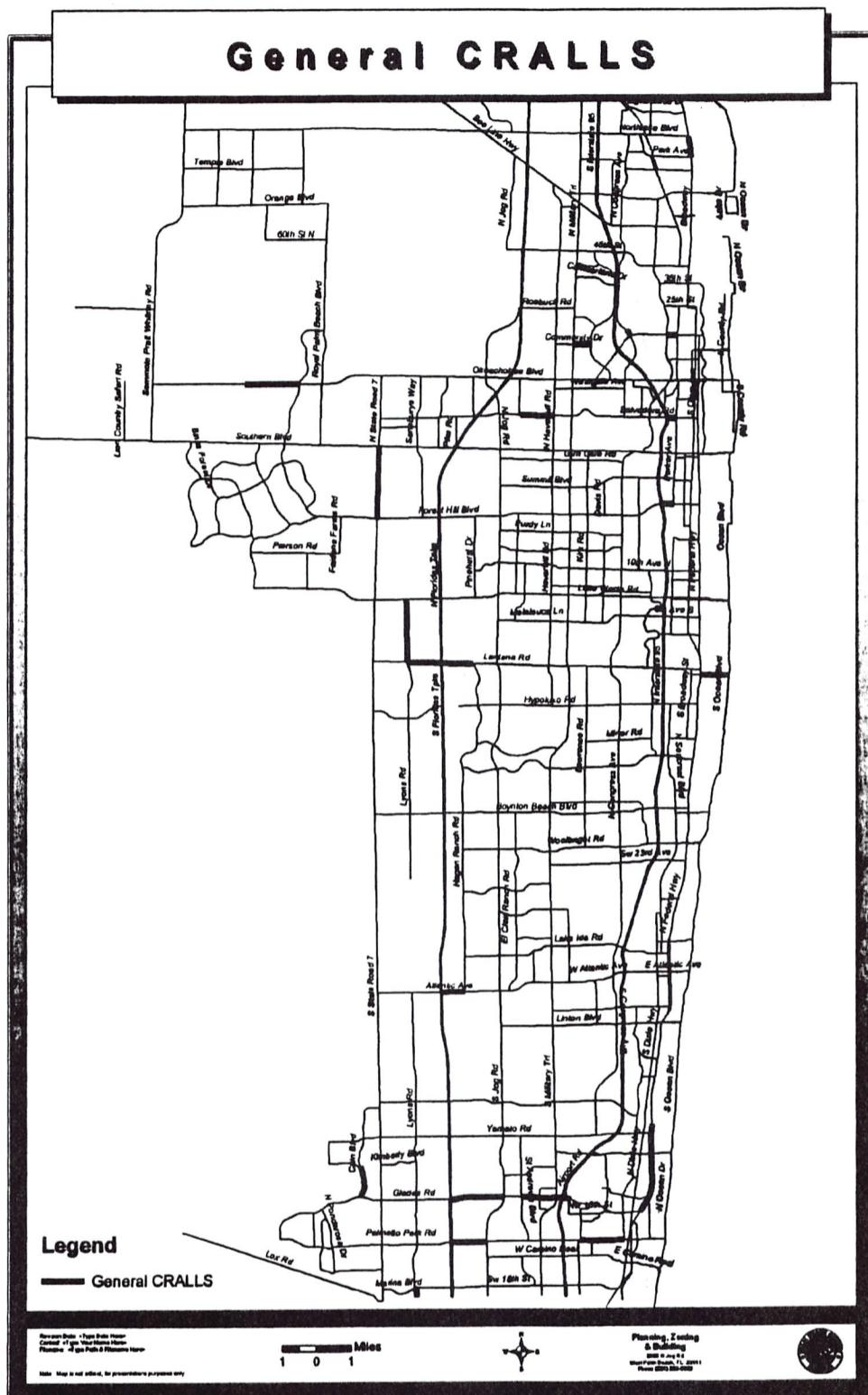


EXHIBIT 4

A & B. Map series, Future 2020 Roadway System by Number of Lanes (Map TE 1.1) & Thoroughfare Right of Way Identification Map (Map TE 14.1), Okeechobee Boulevard TIM & 2020

REVISIONS: To modify the segment of Okeechobee Boulevard between State Road 7 & the future La Mancha Ave extension

- widen the right of way from 6 to 8 lanes on Map TE 1.1; and
- increase the right of way from 120 feet to 200 feet on Map TE 14.1.

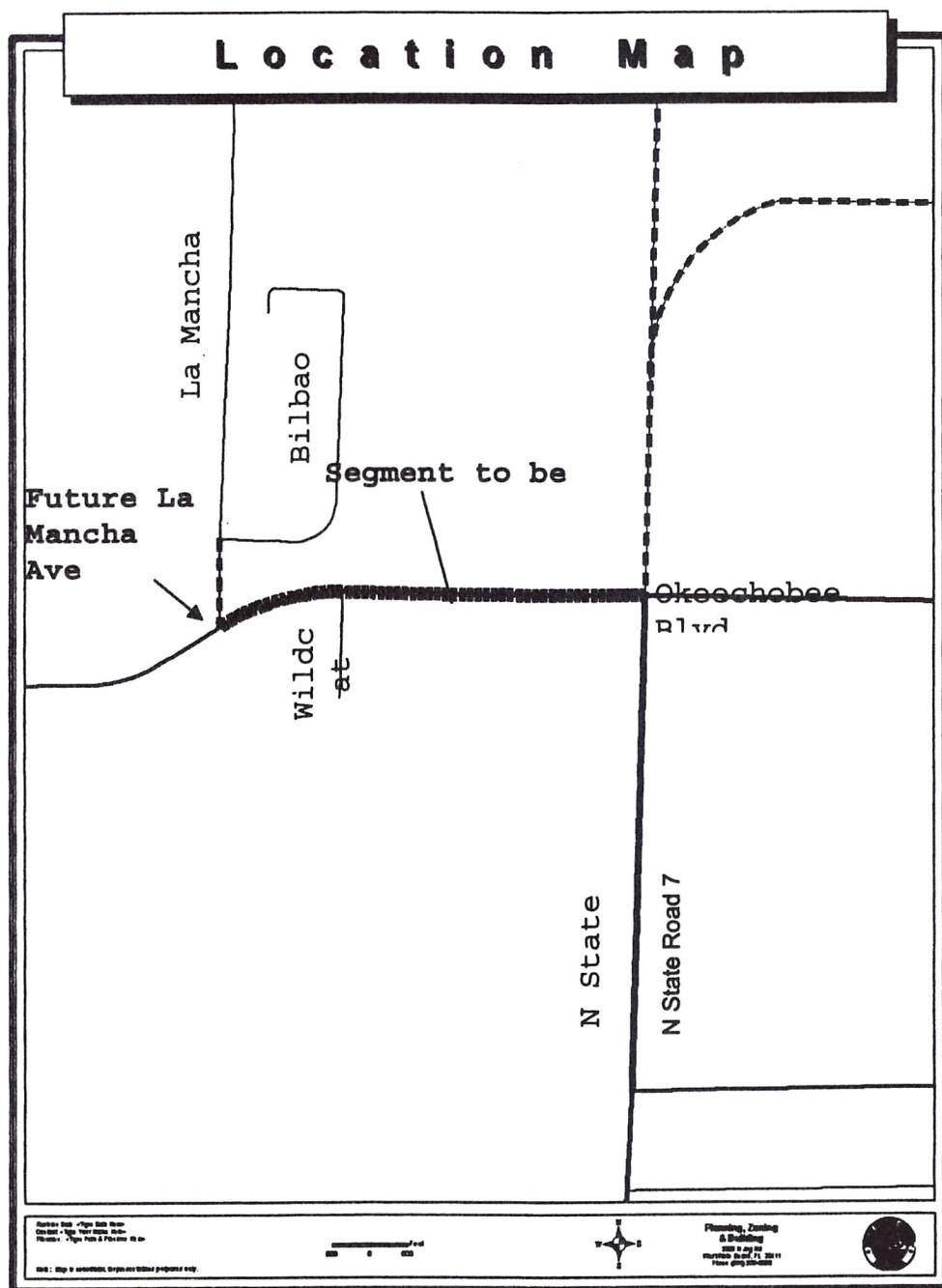
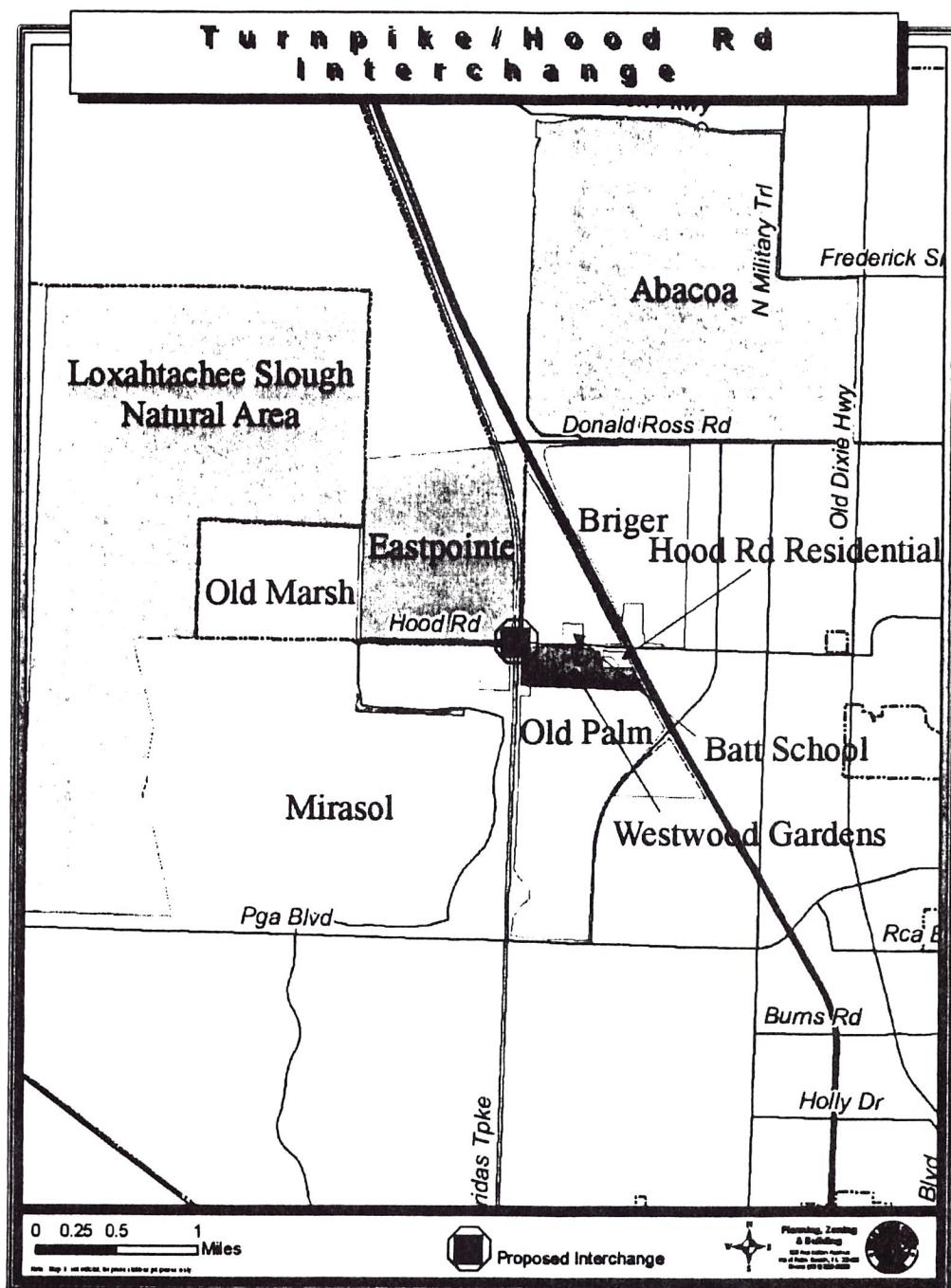


EXHIBIT 5

A & B. Map Series, Future 2020 Roadway System by Number of Lanes (Map TE 1.1) & Thoroughfare Right of Way Identification Map (Map TE 14.1), Hood Road/Turnpike Interchange TIM & 2020

REVISIONS: To modify to add an interchange at Hood Road and Florida's Turnpike.



STATE OF FLORIDA, COUNTY OF PALM BEACH
I, SHARON R. BOCK, Clerk and Comptroller
certify this to be a true and correct copy of the original document
filed in my office on August 29, 2007
dated at West Palm Beach, FL on 9/18/07
By: Diane Brown, Deputy Clerk
CITY OF BOCA RATON, FLORIDA